



November/December 2010
Volume 1, Issue 5

On the Approach



Administrator's Message



Christopher Willenborg, Massachusetts Department of Transportation (MassDOT) Aeronautics Division Administrator.

Inside this issue:

<i>Just Plane Folks</i>	2/3
<i>GreenDOT</i>	3/4
<i>The 2011 International Aviation Art Contest</i>	5
<i>Real World Design Challenge 2011</i>	5
<i>Pittsfield Municipal Airport Expansion Project Gets Underway</i>	6
<i>A Groundbreaking Partnership on the Vineyard</i>	7
<i>Barnstable Municipal Airport Passenger Terminal Foundation Ceremony</i>	8
<i>Upcoming Events</i>	9

Greetings from the MassDOT Aeronautics Division!

During the first week of November, many of us gathered at the Federal Aviation Administration (FAA) New England Region Airports Conference and Annual Massachusetts Airport Managers Association (MAMA) Conference. Both the FAA and MAMA did an outstanding job in hosting informative sessions over the three day period. Unfortunately, FAA New England Region Airports Division Manager, LaVerne Reid, announced her reirement (yes, not retirement) plans at the conference. On behalf of the Aeronautics Division, I would like to sincerely thank Ms. Reid for her exemplary efforts in supporting the 37 public-use general aviation airports throughout the Commonwealth. Over the past five years, I have had the distinct pleasure to work with Ms. Reid as an airport manager and state aeronautics director. Her unwavering professionalism and optimistic vision of our airports made a positive impact on the Massachusetts Airport System. LaVerne, best of luck in your future endeavors and keep smiling every day. You will be missed!

During the month of November, the Aeronautics Division joined the other Divisions of MassDOT in recognizing our one year anniversary as one unified transportation organization. Thanks to visionary leadership of Massachusetts Secretary of Transportation and CEO Jeffrey B. Mullan, the Aeronautics Division was part of the MassDOT Senior Leadership Team that developed the Strategic Plan for MassDOT as well as the development of the Aeronautics Division's Operating Plan. On behalf of the Aeronautics Division, I would like to thank all of our stakeholders and partners for their continued support and patience during Year One of transportation reform. We look forward to working together in promoting aviation throughout the Commonwealth as we move forward in Year Two and beyond.

I am pleased to report that the MassDOT Board of Directors voted to approve grant monies for the Runway 08/26 Extension and Safety Area Project at Pittsfield Municipal Airport (article on page 6), the New Terminal Building Project at Barnstable Municipal Airport (article on page 8), and the

Runway 5/23 Runway Safety Area Project at New Bedford Regional Airport. Over \$33M in grant monies were awarded for these three projects to be disbursed over the next three fiscal years. The above referenced projects highlight the Aeronautics Division's commitment to airport safety and economic development throughout the Commonwealth.

We are in the process of finalizing our Statewide Airport System Plan Project. We hope to have the deliverables available to each airport in January 2011. We greatly appreciate the efforts of the Project Management Team and the Airport Managers for their active involvement in the study. This study will be another tool for the Aeronautics Division to use in enhancing our statewide airport system. Lastly, we are kicking off our Statewide Economic Impact Study in December. Wilbur Smith and Associates will be leading the project team on this effort. Your active participation on the various surveys will be essential in the successful development of this study.

Have a Safe and Happy Holiday Season! ■

The Aeronautics Division's mission is to promote aviation throughout the Commonwealth while establishing an efficient integrated airport system that will enhance airport safety, economic development, and environmental stewardship.

Just Plane Folks - Featuring Brian Smith

By: Katie R. Servis (MassDOT Aeronautics Division) & Brian Smith (Gale Associates)

When the Massachusetts Department of Transportation (MassDOT) - Aeronautics Division thought about whom to feature in the “Just Plane Folks” section of this issue, our staff unanimously chose our friend and colleague, Brian Smith, a Senior Project Manager for Gale Associates.

We asked Brian a series of questions and this is what he had to say...

How did you get started in the aviation industry? By chance, see below...

What is your background in aviation? Growing up in the “space age” of the 1960’s and 70’s, aviation and space travel were always an interest. My father had a pilot’s license when he was a teenager and he flew for the Army in Korea. When I was growing up, I used to read his old Civil Air Patrol manuals and his WW II Aircraft Spotter’s Guides with keen interest. We made and flew balsa wood model airplanes and we made and crashed a few motorized model airplanes as well.

Living in southern New York, we visited Old Reinbeck Aerodrome many times and went to see the Blue Angels when they were in the area. In high school and college I visited the “new” Air and Space Museum in Washington DC whenever I got the chance.

My aviation experiences with my father enticed me to explore a military flying career; however, I did not have 20/20 vision required so I chose another path and that path led me to Physics! Yes, I was looking for something easy to study in college.

In 1983 I graduated from Fordham University in New York City with a Bachelor of Science degree in Physics. During college, I began working for a large New York construction contractor as a mechanic. The money was good so when I graduated from college I stayed on. After several years with the contractor, I took an engineering technician position with the County of Westchester, New York. I managed the County’s traffic count program and assisted with traffic engineering studies and traffic safety investigations. While with the County, I started looking into going back to school for civil or transportation engineering. However after a year with the County, my wife was offered to manage a training department for a computer firm in Manchester, New Hampshire, so off we went!

Soon after our move to NH, I got a position with a civil engineering and land survey firm. It was the development boom of 1988 and the industry was growing like gang busters. I was doing general development work in addition to environmental permitting, traffic studies and traffic signal design. In 1989 I started taking civil engineering classes at the University of Lowell to augment my on-the-job training. And in 1991, bored with development work, I began looking for other opportunities.

It so happened that the development company I worked for was owned by Hoyle, Tanner and Associates (HTA) and HTA’s Aviation

Services Group was looking for engineers to design the new terminal at Manchester Airport (MHT). I applied for the job, got the position, and magically was transformed into an airport engineer!

In the same year, I obtained my Professional Engineer’s (P.E.) License in New Hampshire. Shortly thereafter, I got my P.E. licenses in Maine and Massachusetts.

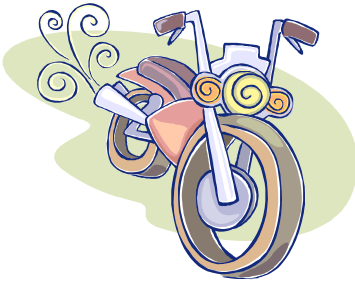
What was your first aviation assignment? My first aviation assignment was working on the New Terminal Program at Manchester Airport. Working with people like Fred Testa, Izzy D’Orsi, Jim Downer, Dick Ludders, and Steve Berardo, I began to learn about aviation planning and design. The work at Manchester encompassed all facets of aviation so I was fortunate to be immersed in it.

We worked for several years to transform MHT from a sleepy little local airport into a modern air carrier powerhouse. In addition to the traditional airside work, I was fortunate to get involved in: the early federal, state, and local wetlands permitting; the lease area development for UPS and Fed-Ex; design of the airport’s first snow melters; and construction support for several of the Airport’s ongoing improvement projects.

Do you have your pilots license? I do not have my pilots license. It has been a long term goal that keeps getting pushed off by work and family obligations. However, it is first on my “to-do” list once my youngest daughters go to college in a year and a half.

Is there an airport experience you are most proud of or one that is most memorable? Although I have worked at Manchester and other commercial service airports over the years, I am most proud of the work that I do at the general aviation (GA) airports. These airports do not have engineering departments and huge maintenance and operations staffs. They rely on consultants for help in maintaining, operating, and developing their airports. We work with these airports for years to get projects accomplished, like the Runway Reconstruction Project at Harriman and West Airport in North Adams.

I started working with the folks at Harriman and West Airport on the planning for the runway reconstruction during my first week at Gale Associates. Working with the City, the Airport, MassDOT, and the Federal Aviation Administration (FAA), we completed the Master Plan Update and pursued the best way to reconstruct the runway and install runway safety areas from both an FAA safety and environmental standpoint. We completed the Airport’s Vegetation Management Plan (VMP) and removed on-airport tree obstructions. We acquired over 50 aviation easements located within the two runway approaches and removed off-airport obstructions from those areas, which was not without controversy. We filed an Environmental Notification Form (ENF) and a Single Final Environmental Impact Report (FEIR)



under the Massachusetts Environmental Policy Act (MEPA). We obtained a Massachusetts Wetlands Variance, an Army Corps of Engineering Section 404 permit, a Section 401 Water Quality Certificate, and a mountain of local permits and approvals. And this year, we finally reconstructed the runway. The sense of accomplishment after almost 15 years of work is incredible!

What are some of your other interests? My most important other interests are whatever my three daughters are currently interested in. That includes: helping my oldest daughter, Lauren, run her

horse training and boarding business; going to horse shows with one of my twin daughters, Erin; and working with Megan while she takes pictures with film and digital cameras and learns film developing and digital art.

When I am not working or home, I can usually be found working with several robotics teams that are part of the FIRST Robotics Competition.¹ I started coaching the all-girls robotics team for my twins when they were in junior high school. After several years, I became a mentor for the Manchester High School Robotics Team, Team CHAOS. In addition to working with CHAOS, I referee and volunteer at robotics competitions across New Hampshire and help elementary schools start new teams.

In my rare moments of spare time, I collect and restore old and classic motorcycles, including Triumphs and Harley-Davidsons.■

¹ FIRST (For Inspiration and Recognition of Science and Technology) was founded by accomplished inventor Dean Kamen in 1989 to inspire an appreciation of science and technology in young people. Based in Manchester, N.H., FIRST designs accessible, innovative programs to build self-confidence, knowledge, and life skills while motivating young people to pursue opportunities in science, technology, and engineering.



Brian Smith and his family. From front to back and left to right: Megan (17), Lauren (20), Brian, his wife Karen, and Erin (17).

GreenDOT

MassDOT adopts a greenhouse gas reduction target making climate-change emissions a key consideration in the transportation system
By: Katie Servis (MassDOT Aeronautics Division)

In June 2010, the Massachusetts Department of Transportation (MassDOT) announced its launch of GreenDOT, a comprehensive environmental responsibility and sustainability initiative that will make MassDOT a national leader in "greening" the state transportation system. GreenDOT has three primary goals:

- Reduce greenhouse gas (GHG) emissions;
- Promote the healthy transportation options of walking, bicycling, and public transit; and
- Support for smart growth development.

Prior to the June 2010 unveiling of MassDOT's GreenDOT initiative, a Sustainability Committee was established in January 2010 by the Massachusetts Secretary of Transportation and CEO, Jeffrey B. Mullan. It was established to cultivate cross division coordination and innovation on sustainability and green initiatives as key considerations in building and operating the Commonwealth's transportation system. The objective of the committee is to establish the framework of our current practices and to discuss the latest research and best practice to constantly advance sustainability within all aspects of MassDOT. The committee meets monthly and has established a tracking system via the development of fact sheets to identify our current "green" initiatives established across MassDOT's divisions.

The Aeronautics Division has set it's sight on creating fact sheets for our 37 public use airports covering the various programs and completed projects that meet GreenDOT goals. The fact sheet located on the following page was created for the new terminal building constructed at Nantucket Memorial Airport, which used "green" design principals in many elements of the building. To learn more about GreenDOT, please review the Policy's Directive at

<http://www.massdot.state.ma.us/main/Documents/HealthyTransportationCompact/P-10-002.pdf> or follow our blog at <http://transportation.blog.state.ma.us/blog/2010/06/massdot-launches-greendot.html> ■

FACT SHEET: Terminal Building – Nantucket Memorial Airport

Description

Project Name: NEW TERMINAL BUILDING - ACK

The new terminal building for Nantucket Memorial Airport (ACK) consisted of 12,000 square feet of renovation to bring the existing building up to standards and code requirements and 18,000 square feet of new construction. Due to the Airport's commitment to sustainability and the environment, many elements of the renovation and new construction included using "green" design principles such as use of alternative energy sources, recycled materials and renewable resources, leading to decreased water usage and reduced energy consumption. The Airport followed LEED guidelines in design and construction but did not certify the building. The Airport Commission instructed the design team to seek all available savings and infrastructure upgrades to obtain the maximum environmental benefit.

GreenDOT Goals and Targeted Outcomes:

- 1. Reduce greenhouse gas (GHG) emissions** - The project installed an HVAC geothermal system, which extracts power from heat stored 180 feet below the building instead of relying on fossil fuels. The design engineers found that the Airport could eliminate all carbon producing elements by using a ground water system of three supply wells and three exit wells. This "Pump and Dump" system takes water from the earth and returns it. It simply uses the BTU's from the water to supply constant water temperature to the heat exchanger that supplies the heat pumps. Energy recovery units were also selected for the air conditioners that employ heat exchangers to recover latent heat from exhausted air. The Airport also installed tankless water heaters, low-flow toilets and bathroom sinks, and Dyson Airblade hand dryers to conserve energy. The Airport selected energy efficient lighting and energy saving motors and variable frequency drives to control the rate of electrical power supplied to the motor. This included using dark-sky friendly exterior lights representing minimal light pollution in parking lots and walkways and energy efficient fluorescent light bulbs used throughout the facility. Insulated glazing on the windows was also used. The Airport reused existing building materials when able. The ground side landscaping consists of all low water plantings and provisions.
- 2. Promote the healthy transportation options of walking, bicycling, and public transit** - The Airport extended the bicycle path to the airport entrance from the adjacent roadway so that healthy transportation options were available after construction. Provisions were also incorporated into the design for the Nantucket Rapid Transit Association bus stop.
- 3. Support smart growth development** - Not available

Actions to Date

Responsible Agencies:

MassDOT-Aeronautics Division
Federal Aviation Administration
Town of Nantucket/Nantucket Airport Commission
National Grid

Contact Person(s)/Phone #/Email:

Al Peterson, Airport Manager, 508-325-5300
apeterson@nantucketairport.com

Partner Agency Contact:

Katie Servis, MassDOT-Aeronautics Division 617-412-3690
Katie.servis@state.ma.us

Completed Actions/Outcomes to Date:

- 1.** The Airport participated in the *National Grid Design 2000 Plus* program. This program is applicable for new construction or major renovation projects and provides a guide to lighting systems and controls and identifies energy efficiency improvement products and incentives that can be implemented into a project.



The 2011 International Aviation Art Contest

By: Steve Rawding (MassDOT Aeronautics Division)

50 Years of Human Space Flight; goodness, has it been that long? It seems like only yesterday!!

It is time once again for students ages 6 thru 17 to grab their art supplies, use their artistic abilities and imagination, and create an image that celebrates 50 years of human flight.

Each year the Massachusetts Department of Transportation (MassDOT) Aeronautics Division along with the National Association of State Aviation Officials (NASAO), the National Aeronautic Association (NAA) and in cooperation with the Fédération Aéronautique Internationale (FAI) host an International Aviation Art Contest. To be eligible for the national judging, students must participate in state-wide art contests and place either first, second or third in three age groupings (Category I, ages 6 to 9; Category II, ages 10 to 13; and Category III, ages 14 to 17). This year's art work must be submitted to the state (MassDOT Aeronautics Division) at One Harborside Drive, Logan Office Center, Suite 205N, East Boston, MA 02128-2902 by **Friday, January 14, 2011** (postmarked by this date).

The artwork is judged for its creative use of this year's theme, "50th Anniversary of Human Space Flight". Winners receive a certificate from the MassDOT Aeronautics Division for first, second and third place within each age group. All first place entries are forwarded to Washington, D.C. to be judged in the national competition with top national winning artwork eligible for international judging.

For more information on the contest rules and eligibility contact Steve Rawding at 617-412-3691 or Steven.Rawding@dot.state.ma.us or go to: www.massdot.state.ma.us/aeronautics/ and click on **News & Updates**. We at MassDOT Aeronautics look forward to your participation. ■

Year	Past National Art Contest Themes
2007	Airfield
2008	Contest not held in the USA
2009	World Air Games
2010	Flying with the Sun

Real World Design Challenge 2011

By: Steve Rawding (MassDOT Aeronautics Division)

The U.S. Department of Energy's Real World Design Challenge (RWDC) is an annual competition that provides high school students, grades 9 – 12, with the opportunity to work on real world challenges that face one of the Nation's leading industries. The challenge is aimed at enhancing science, technology, engineering and mathematics education in high schools.



This is the Aeronautics Division's third year as a participant in the RWDC. Since the beginning of the RWDC in 2008, all Challenges to date have been focused on the aerospace industry, but as the RWDC grows, other content areas will be added.

The focus of this year's challenge is fuel efficiency and green house gas (GHG) emission reductions. Given the anticipated increase in future fuel costs and increased emphasis on global climate change emissions, there is renewed interest in making airliners more efficient. Conventional wing design is a compromise between aerodynamic efficiency and light weight because wings are designed to maintain approximately the same Spanwise Load Distribution (SLD) as they are subjected to increasing load. Unfortunately, the most efficient SLD results in a heavy wing, while the lightest SLD results in an inefficient wing at cruise. One promising way to improve fuel efficiency is called passive aeroelastic tailoring.

Aeroelastic tailoring may provide a better compromise by adding an additional degree of freedom, that is the ability to change shape under different conditions, which can allow for the most efficient SLD in cruise while also allowing the lightest weight SLD at the ultimate loading. Altering SLD using aeroelastic tailoring methods allows one to achieve different goals under many different conditions. Therefore, the challenge is to design the exterior geometry and internal structure of an airliner wing using aeroelastic tailoring methods.

The student teams will spend several months generating their solution to the challenge. Solutions to the state challenge will be submitted in January 2011 for the state level *Governor's Cup* and the winning state team will move on to compete in the national challenge. The winning Massachusetts team will receive an all-expense paid trip to Washington, D.C. to compete against the other state champions. The final three national teams will compete for top honors in the IMAX theatre at the National Air and Space Museum.

In 2009, 7 high schools and 13 student teams participated in the RWDC. That number grew to 15 high schools and 18 student teams for the 2010 challenge. For the 2011 challenge, we anticipate 9 high schools and 10 student teams.

Newburyport High School has won the 2009 and 2010 RWDC State championship and was awarded the second place National Title for the 2009 challenge. They are off and running again this year with two teams. For more information see

www.realworlddesignchallenge.org. ■

Pittsfield Municipal Airport Runway Extension & Safety Area Project Gets Underway

The aviation community celebrates the ground breaking ceremony for Runway 8-26 extension project

By: Christopher Willenborg (MassDOT Aeronautics Division)

Pittsfield Mayor James Ruberto and the Pittsfield Airport Commission hosted the groundbreaking ceremony at Pittsfield Municipal Airport on October 12, 2010 for the Runway 08/26 Extension and Safety Area Project. On a beautiful fall morning, U.S. Congressman John Olver, Massachusetts Secretary of Transportation and CEO, Jeffrey B. Mullan, Federal Aviation Administration (FAA) New England Region Airports Division Manager, LaVerne Reid, and Massachusetts Department of Transportation (MassDOT) Aeronautics Division Administrator, Christopher Willenborg, joined state and local officials in the ceremonial shovel dirt toss on the approach end of Runway 26. This safety and economic development project



Several join in the groundbreaking at Pittsfield Municipal Airport including Mayor James Ruberto, U.S. Rep. John W. Olver (D-Amherst), Federal Aviation Administration New England Region Airports Division Manager Laverne Reid, Massachusetts Secretary of Transportation and CEO Jeffrey B. Mullan, and Massachusetts Department of Transportation (MassDOT) Aeronautics Division Administrator Christopher J. Willenborg

Photo courtesy of iBerkshires.com

will extend Runway 08/26 by 790 feet and create FAA standard runway safety areas.

This project will be completed in two phases over the next three years. Phase I of the project will include vegetative obstruction removal; wetland replication and other environmental mitigation; culvert installations; Wild Acres Park Access Road and utilities relocation; and partial runway extension and safety area earthwork. Phase II of the project will include the completion of the runway and safety area earthwork; storm water mitigation infrastructure; South Mountain Road relocation; runway extension pavement construction; and obstruction lighting and extension lighting installation. The table highlights the funding partnership for this project.

Over the past 12 years, various federal and state environmental agencies worked closely with the Pittsfield Municipal Airport, MassDOT Aeronautics Division, FAA and the general public to address environmental mitigation measures to minimize the impacts of this project for the Berkshire Region. Pittsfield Municipal Airport is an important transportation facility in Western Massachusetts.

The airport plays a key role in tourism and is an essential economic development asset for the Berkshires. The combination of enhanced runway safety areas with a runway extension will result in an infrastructure that is better equipped to serve the businesses and aircraft at Pittsfield Municipal Airport.

Congratulations to the Pittsfield Municipal Airport and special thanks to Airport Manager Mark Germanowski, Chairman Kevin Magner of the Pittsfield Airport Commission, and the Stantec team for their continued efforts and perseverance throughout the permitting, design and construction phases of the project. ■



Funding Source	Amount
FAA	\$6,000,000
MassDOT Aeronautics Division	\$13,383,381
City of Pittsfield	\$3,051,360
Total	\$22,434,741

A Groundbreaking Partnership on the Vineyard

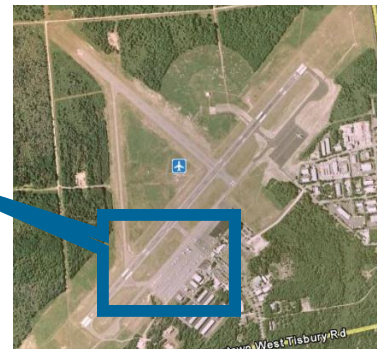
By: Tom Mahoney (MassDOT Aeronautics Division)

On October 23, 2010 a groundbreaking ceremony was held at the Martha's Vineyard Airport to memorialize the start of construction for the reconstruction of their main aircraft parking apron, Taxiway C, and relocation of Taxiway A. This was a momentous day for the Airport. Not only because the long awaited project received approval for funding and is underway but because the project, which initially was to be completed in phases that spanned over a four year period, will be completed in one phase. This one-phased approach is due in part to a partnership that was developed between the Airport, the Federal Aviation Administration (FAA) and the Massachusetts Department of Transportation (MassDOT) Aeronautics Division.

The estimated cost of the project is \$11.4 million and covers the reconstruction and/or realignment of over 636,000 square feet of pavement. The project includes the reconstruction of the main apron area and Taxiway C, which have exceeded their expected pavement life and need to be reconstructed. The pavements have experienced large transverse, longitudinal, and alligator cracking causing a potential safety hazard to operating aircraft. The existing apron has also experienced significant drainage issues such as collapsing catch basins and other drainage related problems. Taxiway A does not meet current FAA design criteria for runway to taxiway separation. The current separation is 360 feet and the FAA requires a separation of 400 feet.

Due to the cost of the project and knowing that funding is tight, the Airport initially approached the FAA and MassDOT to complete the project over a four year period. However, this presented it's own issues. Due to the project's island location, materials must be transported by boat, which adds a significant cost. This means that over the course of a phased project, the general contractor would be required to mobilize and demobilize equipment, materials, personnel, and on-site offices and other necessary general facilities for the contractor's operations to/from the site on four separate occasions. Therefore, in an effort to minimize costs, a partnership was formed in which the MassDOT Aeronautics Division agreed to fund the design only grant while the FAA would fund the construction grant allowing the project to be consolidated and work to be completed all at once instead of phasing the construction over many years.

During the groundbreaking ceremony, the FAA New England Region Airports Division Manager Laverne Reid spoke about the economic benefits this type of project brings to a community. Ms. Reid said that for every dollar invested, there is approximately four dollars returned to the community. This sentiment was echoed by Chris Lynch of Lawrence-Lynch Corporation, the General Contractor for the project, in which he gave an example of how this project would benefit communities not only in Massachusetts but also as



far away as Pennsylvania. Mr. Lynch indicated that aggregate used in the asphalt pavement is mined in Pennsylvania, trucked to Massachusetts (New Bedford), loaded on barges and sent to the island. It is then off-loaded and delivered to Lawrence-Lynch Asphalt mixing plant located in Oak Bluffs where it is turned into bituminous asphalt cement concrete pavement for use at the Airport. Between Lawrence-Lynch Corporation and Jacobs Engineering Group, Inc., the Airport's engineering and consulting firm, it is the anticipation that the construction will keep approximately 15 workers on site for the duration (15 months) of this project.

Once completed, the newly reconstructed aircraft parking apron will be the gateway for the flying public as they arrive on Martha's Vineyard for many years to come. However, this would not have been possible without the cooperation of the FAA, MassDOT, Martha's Vineyard Airport, Jacobs Engineering Group, Inc. and the Lawrence-Lynch Corporation. Well Done!

We are happy to report that the project is moving full steam ahead! ■



Several join in the groundbreaking at Martha's Vineyard Municipal Airport. From left to right: Representative Timothy Madden, Airport Commissioner John Alley, Congressman William Delabunt, Airport Commission Chairwoman Constance Teixeira, Federal Aviation Administration New England Region Airports Division Manager Laverne Reid, and Owner of Cape Air and State Senator-Elect Dan Wolf.

Barnstable Municipal Airport Passenger Terminal Foundation Ceremony

The airport marks the start of terminal construction

By: Roland "Bud" Breault (Airport Manager - Barnstable Municipal Airport)

On Wednesday, October 27, 2010 at 2:30 p.m., Barnstable Municipal Airport hosted a ceremony to unveil a 2-foot by 4-foot foundation stone inside the current main terminal to memorialize the start of construction of the Airport's new passenger terminal building.

Massachusetts Secretary of Transportation and CEO, Jeffrey B. Mullan, took part, along with other state and Town of Barnstable officials and Massachusetts Department of Transportation (MassDOT) Aeronautics Division and Federal Aviation Administration (FAA) staff.

The MassDOT Board of Directors recently awarded the airport a \$13.1 million capital grant to build the new 35,000 square foot terminal. The funds will make up about 75 percent of the total \$17.6 million building cost. The balance of funds will come from Airport reserves and a \$1.7 million general obligation note by the Town of Barnstable through the Airport.



The unveiling of the Foundation Stone by State Sen. Robert O'Leary at left and State Rep. Demetrius Atsalis at right.



Massachusetts Secretary of Transportation and CEO, Jeffrey B. Mullan, with Airport Commission Chairman Daniel Santos in the background.

Since the bond will be repaid out of passenger and car rental user fees, there will be no direct cost to Barnstable taxpayers.

The new terminal building, at 35,000 square feet, will replace the existing 50-



Artist rendering of Barnstable Municipal Airport's new passenger terminal building.



Massachusetts Secretary of Transportation and CEO, Jeffrey B. Mullan, with Airport Manager Roland "Bud" Breault at left and Owner of Cape Air and State Senator-Elect Dan Wolf at right.

year-old facility that will be demolished. It will be located in front of and slightly to the northwest of the current terminal building, on part of what is now the airport's main parking lot. Designed by AECOM of Boston, it will house ticketing and baggage counters and carousels for scheduled airlines, auto rental desks, a restaurant, gift shop, passenger waiting areas, security facilities and office space.

The terminal and a new air traffic control tower are being built under a \$19.4 million contract with Suffolk Construction of Boston. The terminal is expected to be complete in the fall of 2011. ■



Upcoming Events

Date	Location/Time	Event
Dec. 9	Minute Man Air Field (7pm)	Bubbly '101' Register now for "Sparkling Wines" OR "Bubbly 101" at Nancy's Airfield Café at Minute Man Air Field in Stow, MA. This session will prepare you for holiday beverage shopping. Reservations are required. Bubbly scholars have prepared a Powerpoint presentation to inform and entertain attendees. Because sparkling wine goes with practically everything, Nancy is rubbing her hands with glee as she makes up her tasting menu! Seats at this event are very limited so call soon to lock in your reservation. Event Contact: Nancy's Air Field Café 978.897.3934 or http://www.nancysairfieldcafe.com/
Dec. 11	Westfield-Barnes Municipal Airport (10am - 4pm)	Eighth Annual Toys for Tots Fly-In The objectives of Toys for Tots are to help needy children throughout the United States experience the joy of Christmas; to play an active role in the development of one of our nation's most valuable natural resources - our children; to unite all members of local communities in a common cause for three months each year during the annual toy collection and distribution campaign; and to contribute to better communities in the future. This event is hosted by Five Star Jet Center and as such, pilots who bring an unwrapped toy get a 10-cent-per-gallon fuel discount on their next fuel purchase and 20 percent off their next meal at the Runway Restaurant. A brunch is planned at 11:00am at the Runway Restaurant. Event Contact: Five Star Jet Center at 413.562.4999.
Dec. 17	MassDOT Aeronautics Division (11am - 2pm)	MassDOT Aeronautics Division's 2010 Annual Holiday Party Join the MassDOT Aeronautics Division staff in our office at One Harborside Drive Logan Office Center, Suite 205N, East Boston as we celebrate the holidays. Event Contact: Lorraine Bohannon at 617.412.3693 or Lorraine.Bohannon@state.ma.us

Photo Wrap

Throughout the year, the Massachusetts Department of Transportation (MassDOT) holds a series of events to promote and celebrate a diversified workforce in transportation. On Friday November 5, 2010 MassDOT celebrated our military veterans by holding a Veterans' Day Luncheon hosted by Christopher J. Willenborg, MassDOT Aeronautics Division Administrator.

The luncheon program included a special salute to Stephen O'Donnell, a United States Marine and former Director of Highway Maintenance for our Highway Division who lost his battle with cancer, and keynote speakers of the Massachusetts Air National Guard 104th Fighter Wing, Captain Nathan Zajac and Captain Neal Byrne.

Captains Zajac and Byrne gave a great presentation highlighting the mission of the 104th Fighter Wing, which is to provide combat ready F-15 aircraft and support elements (operationally ready combat units, combat support units and qualified personnel) for active duty and to support Air Force wartime contingency requirements and a variety of peacetime missions. The 104th operates from their base in Westfield, Massachusetts, at Westfield-Barnes Municipal Airport¹ and proudly claims the honor of being one of the oldest flying units within the Commonwealth.

After the presentation, Administrator Willenborg took a moment to recognize all of the MassDOT veterans including several Aeronautics Division staff members. ■



Captain Neal Byrne at left; Christopher J. Willenborg, MassDOT Aeronautics Division Administrator, at center; and Captain Nathan Zajac at right.

Aeronautics Staff Member	Years of Service	Military Rank & Branch
Dick Bunker - Aeronautical Inspector	26	Chief Warrant Officer - United States Army - Retired
Denise Garcia - Manager of Aviation Planning	22	Master Sergeant - United States Air Force - Retired
Katie Servis - Airport Environmental Analyst	6	Sergeant - RI Air National Guard - Honorable Discharge
Tom Mahoney - Manager of Airport Engineering	4	Petty Officer Second Class - United States Navy - Honorable Discharge

¹ Westfield-Barnes Municipal Airport is also host to the Army National Guard 226th Division - Army Aviation Support Battalion.

Commonwealth of Massachusetts

Send suggestions for stories to the editor:
katie.servis@state.ma.us

Next newsletter - January/February 2011



Hey there! MassDOT is using Twitter, Flickr, and the MassDOT blog to stay in touch. Find out what is happening at MassDOT by clicking on the links below or by typing the URL into your web browser:



www.twitter.com/massdot

www.flickr.com/massdot

www.mass.gov/blog/transportation



Published bimonthly

Massachusetts Department of Transportation
Aeronautics Division

Logan Office Center
One Harborside Drive
Suite 205N
East Boston, MA 02128
617-412-3680

www.mass.gov/massdot/aeronautics

Send suggestions for stories or comments to the editor: katie.servis@state.ma.us or
617-412-3690

We're on the web!

www.mass.gov/massdot/aeronautics

